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1. The airfield was about 4 km east or southeast of Zhukovski* ($38^{\circ}8' E/55^{\circ}33' N$), Moscow Oblast, not far from the railroad station "kilometer station 42" of the railroad line to Moscow. The construction work which had been stopped in early 1944 was resumed by German Pws in February 1946. The entire area was formerly pasture land (for details see Annex 1).
2. A new 2,000 x 180-meter runway was being constructed at the side of an old 2,000-meter concrete runway.
3. The following buildings were under construction:
 - a. Two large brick hangars, steel structures. One of the hangars had steel roof trusses covered with cement plates and the other one had a glass roof.
 - b. An administration building, four-story brick structure (temporarily serving as PW camp).
 - c. A mechanical workshop, brick building, steel structure.
4. Flying lanes for parked aircraft were in the pine woods on the edge of the field. The approach road was poorly asphalted. A railroad spur track was available.
5. Single-engine and twin-engine jet aircraft were assembled by German engineers in one of the hangars. The individual parts arrived by rail. The assembled planes were test flown at the field then disassembled, packed in boxes and shipped by train. The aircraft engines which showed defects at the test flights were repaired in the mechanical workshop. About 50 jet aircraft were permanently parked at the field. The German engineers with their dependents were allegedly residing not far from Stakhanovo.

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6. The Zagi Test Plant was allegedly about 5 km from the railroad station "kilometer station 42". Loud engine noise was always heard from there.
7. For location and data of the airfield see Annex 2.
8. Zagi Test Plant: For location see Annex 2. The plant which was surrounded by a fence could not be seen except for the buildings extending beyond the fence.
9. A tower which was seen from outside was called wind tunnel by the population.
10. The construction work on new buildings inside the plant area has been pushed since early 1949. The buildings were almost completed in October 1949.
11. Turbo jet fighters without wings were trucked to the plant. The noise of engines was heard from the plant area.

25X1 [] Comment:

a. A new runway parallel to the old one is mentioned for the first time. The information that the aircraft which were to be test flown in Stakhanovo arrived in disassembled parts by rail seems to be particularly interesting. It is assumed that, at that time, jet fighters were not manufactured in the Zagi Test Plant, but that the aircraft parts came from Moscow or Moscow-Ivankovo, Kuibyshev and Tbilisi for testing at the Stakhanovo airfield.

b. The information on the Zagi Test Plant is believed to be correct. The improvement work in the plant which was pushed in 1949 indicates that the Soviets intend to make progress in centralizing their plants for the manufacture of aircraft test models. No descriptions of the observed test models have been received.

2 Annexes:

1. Zhukovski Airfield and Zagi Testing Plant
2. Stakhanovo Airfield.

25X1 [] Comment: Stakhanovo has been renamed Zhukovski.

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